

Hongkong Daily Press.

ESTABLISHED 1857.

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New Advertisements will be found on page 4.

RAINIER

IS A LIGHT, MILD, PALE
BEER OF EXQUISITE FLAVOUR.

THERE IS NEW VIGOR AND STRENGTH IN
EVERY DROP AND NOT A BIT OF HARM IN A
BARREL-FULL.

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A. S. WATSON & CO., LIMITED.
ESTABLISHED 1841. [a1692]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON.
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it.
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON.
No. 13, Praya Central.
Hongkong, 26th July, 1897. [a143]

CUTLER, PALMER & CO.'S
Price \$10.75 PER DOZEN
Net

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a143]

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Estab-
lishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptitude and skill.
Examining a speciality.
McKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [a2461]

HONGKONG HIGH LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every ten minutes
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.

Extra Night cars at 11.30 and 11.45 p.m.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [a1038]

HOTEL.

VICTORIA HOTEL
SHAMEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Boat bears all Steamers on
their arrival and departure.
Telegraph address "Victoria, Canton."
A. B. C. and A. Codes used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [a144]

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO.,
17A, QUEEN'S ROAD, HONGKONG. 390

LISTERINE.

THE STANDARD ANTISEPTIC.

LISTERINE is a non-toxic, non-irritating and non-escharotic antiseptic, composed of ozoniferous
essences, vegetable antiseptics, and benzo-boric acid.

LISTERINE diluted with water or glycerine speedily relieves certain fermentative forms of
indigestion.

LISTERINE is indispensable for the preservation of the teeth, and for maintaining the mucous
membrane of the mouth in a healthy condition.

LISTERINE, employed in the sick-room by means of a spray, or saturated cloths hung about, is
actively ozonifying and rapidly oxidizing in its effects upon organic matter about in the
atmosphere.

WATKINS, LIMITED. [112a]

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. 1215



BOL'S
OLDEST AND FINEST
GENEVA GIN.

IN CASES OF 1 DOZEN STONE BOTTLES.
THE BEST GIN FOR COCKTAILS.

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WINE & SPIRIT MERCHANTS. [21a]

SUMMER REQUISITES.
COTTAM & CO.
Have a Full Stock of
BATHING DRESSES, BATH GOWNS, BATH TOWELS,
SUMMER UNDERWEAR, &c., &c. 35a

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C. P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, \$16.75 per doz. **DOURO PORT,**

Less old than the above. \$14.25 PER DOZ.

A fine, full, and fruity wine.

THE ELITE OF WHISKY.— **AMOROSO SHERRY,**

THE "PALL MALL," \$20 PER DOZ.

11 Years old; the finest quality shipped. **LA TORRE SHERRY,**

Each bottle bears an Analyst's certificate. \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL **BENEDICTINE LIQUEUR—**

BLEND WHISKY, **D.O.M.,**

\$10.75 PER DOZ. \$39.75 PER DOZ.

Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.

AGENTS—**SIEMSEN & CO., HONGKONG.**

FRESH CANADIAN BUTTER
IN PRIME CONDITION.

WE NOW RECEIVE SUPPLIES DIRECT FROM THE
CANADIAN DEPARTMENT OF AGRICULTURE.

PRICES—
1 LB. AIR-TIGHT TINS \$0.80
2 " " " " \$1.50

LANE, CRAWFORD & CO. 32a

OLD SCOTCH WHISKY. **CLUB WHISKY.** **TRACHERS HIGHLAND CREAM.**
\$15.00 per doz. \$12.00 per doz. \$13.00 per doz.

THE FINEST WHISKIES AT THE PRICE ON THE MARKET.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

EVERYTHING KNOWN IN MUSIC.

THE
ROBINSON PIANO CO., LD.,
MANUFACTURERS. [1447]

KELLY & WALSH, LD.

BOOKS RECEIVED BY LAST MAIL.
Pictures of the Year, 1900. \$ 0.70
Cassell's Royal Academy Pictures, Paris. 11 & 2, each. 70
Paris. Exhibition. Number of "Art Journal," Part 1. 1.00
"Black and White," Academy Pictures. 70
Macaulay of the Latin Quarter, by Clive Holland. 1.50
Hilda Wade, by Grant Allen. 1.50
Briton or Beer, by Geo. Griffiths. 35
Janice Meredith, by Ford. 1.50
London to Ladysmith via Pretoria, by Winston Churchill. 3.50
Fruitfulness, by E. Zola (English Trans.). 2.25
The Imperial Russian Navy, by F. T. Lane, Fully Illustrated. 19.00
Sir Herbert Maxwell's Life of Wellington, 2 vols. 10.00
Fights for the Flag in South Africa. 70
Four Months Besieged; the Story of Ladysmith. Unpublished Letters of H. S. Pearce ("Daily News"). 1.50
Ladysmith: The Diary of a Siege, by H. W. Nevison. 1.50
A Manual of Naval Architecture, by Sir W. H. White, 5th Edition. 15.00
Our Fleet Today, by Capt. S. Eardley Wilmot, R.N. 3.00
An Imperial Light Horseman, by H. Blore. 1.50
NEW AND RECENT BOOKS.
Sandow's Strength and how to Obtain It, with Anatomical Chart. 1.75
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Barnes, by Max and Bertha Ferrars, 450 Illustrations. 19.00
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AERATED WATERS.
SIMPLE AERATED WATER. **SODA WATER.**
LEMONADE. **GINGER ALE.**
SARSAPARILLA. **RASPBERRYADE.**
TONIC WATER. **LEMON SQUASH.**
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. 23a

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
Entrance: ICE HOUSE STREET (Victoria Hotel)

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR."
METALLIC BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLCUE, and
PUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oil of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
THOMAS SKINNER, ARCHIBALD RITCHIE,
Chief Superintendent. Superintendant.
DODWELL & CO. LIMITED, General Managers. 37a

BOOKKEEPER.
WANTED, a PORTUGUESE for the
Philippines. Must be thoroughly con-
versant with English Bookkeeping.
Apply by letter, stating salary required, to—
J.
Care of Hongkong Daily Press Office.
Hongkong, 21st June, 1900. [1898]

WANTED.
A West Point, a Good-sized GODOWN,
close to the Harbour.
Apply—
NORDEUTSCHER LLOYD,
SUPERINTENDENT'S OFFICE,
Queen's Building No. 3, Third Floor.
Hongkong, 8th June, 1900. [1697]

A EUROPEAN GENTLEMAN can have
BOARD and RESIDENCE in a Eng-
lish Family on the upper level. Cool locality.
Address—
A. D.,
Care of Daily Press Office.
Hongkong, 12th June, 1900. [1721]

NOTICE OF REMOVAL.
WILLIAM MACLEOD, D.D.S.,
DENTIST,
TO FIRST FLOOR,
BEACONFIELD ARCADE
Hongkong, 23rd June, 1900. [a1819]

TRUTHS WITHOUT SENTIMENT.
A PAMPHLET, by O. M. ANDERSON,
will be sent by the writer on receipt of
30 cents.
Address—
109, PRAYA EAST,
Hongkong. 19th June, 1900. 1788

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$4.50 per Cask of 375 lbs. net ex Factory.
\$2.80 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 9th June, 1900. [a169]

Arrivals, Departures and other Shipping In-
telligence will be found on pages 6 and 7.

INSURANCE.

THE
STANDARD LIFE ASSURANCE CO.
is one of the largest and best known of the
BRITISH LIFE OFFICES.
Funds exceed Nine Millions Sterling.
Annual Revenue over One Millions One
Hundred and Fifty thousand.
For full Particulars, rates, &c., apply to
DODWELL & CO. LIMITED,
Agents.
Hongkong, 8th November, 1900. [1—a1394]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE. [144]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

CENTRALLY situated at Plover's Gap.
The Peak, 1,500 feet above sea level and
500 yards from Train Terminus.
For Terms, &c., apply to the
Tel. 58. MANAGER.
Hongkong, 2nd April, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate. A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the magnificent Saloon
Steamer "HEURESAN" in 3 hours, leaving
Hongkong at 2 p.m. and Macao at 8 a.m.
Connection made by Company's Steamer to
and from Canton.
Visitors should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address, "Boavista." [1034]

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Con-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee." [1750]

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BROWN, JONES & CO.
 MONUMENTAL SCULPTORS.
 AMERICAN MARBLE.
 ITALIAN MARBLE.
 HONGKONG GRANITE.
 Designs and Prices on application.
 Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A.—Hennessy's Old Pale, Red
 Capsule \$18.00
 B.—Superior Very Old Cognac,
 Red Capsule 21.00
 C.—Very Old Liqueur Cognac, 24.00
 V.O.—D.—Hennessy's Finest Very
 Old Liqueur Cognac, 1872
 Vintage, Red Capsule 36.00
 All our Brandy is guaranteed to be PURE
 COGNAC, the difference in price being merely
 a question of age and vintage.

Smaller quantities and sample bottles will
 be supplied at proportionate wholesale rates.
 We guarantee our Wines and Spirits to be
 genuine only when bought direct from us in
 the Colony or from our authorised Agents at
 the Coast Ports.

A. S. WATSON & CO., LIMITED,
 QUEEN'S ROAD CENTRAL.

NOTICE TO CORRESPONDENTS.
 ONLY communications relating to the news columns
 should be addressed to THE EDITOR.
 Correspondents must forward their names and
 address with communications addressed to the Editor,
 not for publication, but as evidence of good faith.
 All letters for publication should be written on
 one side of the paper only.
 No anonymously signed communications that have
 already appeared in other papers will be inserted.
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 that hour the supply is limited. Only supplied for
 Cash.
 Telegraphic Address Press—A.B.C. Code.
 P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, June 25th, 1900.

It is with feelings of great satisfaction that
 everyone will hail Mr. Brodick's state-
 ment in the House of Commons that the
 troops already chosen for service in China
 will be very considerably supplemented.
 This tardy recognition of the dangers of the
 situation, though it will not excuse past
 inactivity and disregard of all facts, at least
 may be taken to indicate that the recent
 policy which has nearly wrecked our position
 in China has given place to a rational deter-
 mination to play a leading part as of old.
 Unfortunately weeks must elapse before the
 urgently needed reinforcements can arrive,
 and in the meantime there is a great task
 which calls for immediate treatment. Since
 the successful bombardment of the Taku
 Forts on Sunday, the 17th instant, which
 many hoped would be a prelude to a rapid
 combined advance of the allies on Peking,
 the situation has completely changed. So far
 from any such advance having been made,
 the vanguard under Admiral Seymour has
 not been heard of for more than a week, and
 though persistent rumours have been cir-
 culated that it has reached Peking there is
 no reliable information whatever to that
 effect. The reports which have reached this
 Colony are echoes of the Shanghai reports,
 which are not even accepted as authentic
 in Shanghai. Among the many stories
 afloat in our northern neighbour was one of
 a Chinese official telegram on the 19th inst.,

to the effect that a couple of days before
 the British flag was visible over the *Ohen-
 yang* gate of Peking, from which it was in-
 ferred that either the Legations were hold-
 ing out still or the 1,700 mixed Foreign
 troops had arrived. But this brings us
 down no later than Sunday week.

Still more ominous, if possible, than the
 silence of Admiral Seymour is the news
 about Tientsin. This town was generally
 imagined secure in the hands of the com-
 bined forces landed from the fleets, to say
 nothing of the Russian and Japanese troops
 landed at Taku or on the point of arriving.
 But it turns out that this was quite a mis-
 take. Tientsin has been practically isolated
 it would seem, from Taku, for two days,
 probably Tuesday and Wednesday, or it may
 be Wednesday and Thursday; the Conces-
 sions, English, French, and German, have
 been subjected to an incessant bombardment
 by the forty-pounders of the Chinese reg-
 ular army, with such effect that they are
 reduced to ruins; and the Russian troops
 at the railway station have been brought
 to desperate Straits. There is much in this
 story which we cannot understand as yet,
 and details will be most anxiously awaited.
 Two things are obvious, that the Chinese
 troops are now fighting heart and soul against
 the foreigners, and that their numbers have
 been under rather than over-estimated. To
 the Russians has fallen the principal part
 in the defence and relief of Tientsin and
 they are well equipped for the task. An
 eye-witness, speaking of the arrival of the
 Russians at Tientsin on the 14th instant,
 says that they "created the greatest stir."
 Their magnificent horses and big guns,
 "the wagons, and piles of hay and stores"
 "took up all the big platform for the"
 "greater part of the day. They took posses-
 sion of the Bridge leading into the Settle-
 ments and repaired and strengthened it"
 "for the passage of their guns, and for the"
 "time regulated traffic as if they had come"
 "to take charge entirely." It is earnestly to
 be hoped that a loyal co-operation between
 the various component parts of the inter-
 national forces may continue and that we
 shall hear no more of friction between the
 different nationals, such as has been hinted
 at by various writers; and, lastly, that our
 force on the scene of action may be brought
 as speedily as possible up to a footing
 worthy of the Empire they represent.

In the 24 hours preceding noon of Saturday
 there were reported in the colony six fresh cases
 of plague and four deaths.

On Saturday morning it was discovered that
 the officers' mess at Murray Barracks had been
 entered during the night and \$60 stolen from
 the safe, which had been opened by a false key.

A New York despatch, dated 17th June, an-
 nounces that Admiral Dewey has decided to
 withdraw from the Presidential contest and to
 renounce politics altogether.

The appointment of Lieut. A. H. Stewart, of
 the "C" Machine Gun Company, Hongkong
 Volunteers, to act as Adjutant of the Corps
 in the place of Captain Bland, absent on duty
 is notified in the Gazette.

The *Zafiro* arrived from Manila on Saturday
 with some 160 officers and men for the U.S.S.
Oregon and a few for the *Don Juan de Austria*,
 which is now at Canton. The *Oregon* left for
 the north on Saturday evening. The *Zafiro*
 returns to Manila on Thursday, and will then
 go up north with stores.

From the Return of the Acting Registrar of
 the Supreme Court it appears that the number
 of convictions in the Superior Courts for the
 years 1896, 1897, 1898, and 1899 have been as
 follows:—For Offences against the Person, 15
 24, 19, 49; For Offences against Property, 10,
 10, 17, 18; For other Offences, 2, 3, 10. The
 number of acquittals have been:—In the Marine
 Magistrate's Court, 5, 3, 17, 2; In the Superior
 Courts, 32, 28, 15, 21.

Mr. Hazeland imposed another fine of \$100
 at the Magistracy on Saturday for a breach of
 the Post Office Ordinance. The offender was
 Han Hongfu, the tallyman of the *Michael*
Jensen. Sergeant Torret saw him on the
 Praya on Saturday morning in possession of a
 large basket, which he was taking towards a
 sampun. The Sergeant stopped him, and on
 examining the basket found that it contained
 letters addressed to Raiphong, whether the
Michael Jensen was going.

The *N.C. Daily News* calls attention to the
 fact that the Chinese vernacular paper *Hapoo*
 issued an Extra at 3 p.m. on Sunday last announ-
 cing the capture of the Taku Forts by the allied
 forces. "As the North Forts were only taken
 on Sunday," says our contemporary, "and there
 was only telegraphic communication from
 Shanghai as far as Chefoo, this was a remark-
 ably good piece of journalism, and tends, in
 other circumstances, to the belief that the wires
 are not broken at all."

Mr. Erich Georg in his weekly share report
 says:—"The characteristic feature of our market
 during the week under review has been flat-
 titude and unprofitable. The disquieting news
 from Peking had an adverse influence on our
 market, and the tendency has been an almost
 general desire to sell, which has caused rates
 in many instances to drop, the market closing
 weak. However, as all Companies, more or less
 are doing well, no particular anxiety need be
 felt, and I am sure, that on better news arriving
 from Peking, the market will improve again."

To the Register of qualified Medical and
 Surgical Practitioners in the Colony the name
 of José Losada has been added.

It is reported from Manila that Cavite has
 been transferred from military to naval control.
 The troops will be withdrawn. The military
 prison will remain, as also will the Civil Govern-
 ment within the territory transferred.

In order to be prepared for any disturbances
 on the part of the Chinese in the New Territory,
 three machine guns were sent over there yester-
 day and some 40 police, the latter being marines
 recently arrived from home.

It is reported from Shanghai that Messrs.
 W. Pritchard Morgan & Co. have received a
 telegram from their representative at Chengtu
 that he and his party are detained on account
 of news having reached there that a revolution
 has broken out in Szechuen.

The telegram last week which announced the
 degradation of Yu Lu, Viceroy of Chihli, also
 stated:—"General Tung ordered military post
 roads." A further message received in Shang-
 hai gives this item thus:—"General Tung Fu-
 shiang of the Kansu corps has been cashiered
 to be sent to the military post roads as a con-
 vict for the murder of the Japanese Chancellor
 by his troops."

At the Harbour Office on Saturday morning,
 before Mr. Basil Taylor, Walter Harris, a sea-
 man on board the *Glenloch*, was charged with
 wilfully disobeying the lawful commands of the
 master. Captain Burn said the defendant went
 ashore without leave. On his return he told him
 he would have to forfeit two days' pay.
 He then refused to do any more work in the
 ship. The defendant was sentenced to 14 days
 hard labour, or until the ship sails.

It appears that the *C. N. S. Shengking* on
 her arrival at Weihaiwei on the 16th inst. was
 officially searched for concealed ammunition—a
 course taken as the result of information from
 Shanghai that she carried ammunition for
 Tientsin, to the amount of 100,000 rounds.
 Every facility was given by Messrs. Butterfield
 and Swire for this search. They were quite
 unaware that the *Shengking* carried anything
 of the sort. She left on the same day for
 Chefoo, where she might have to discharge. A
 marine guard was placed on board to accompany
 her to Chefoo.

A New York despatch to Manila, dated 16th
 June reports that Mr. Root, U.S. Secretary
 of War, has finally yielded on the question of of-
 fices' wives joining their husbands in the Phi-
 lippines. Some eight months ago the Secretary
 of War made a statement discouraging the
 officers' wives from going to the Philippines,
 saying that Manila was no place for women
 during war time, and obstructions were placed
 in their way by the refusal of transportation
 from America on the Government transports.
 Now, the war being practically over, facilities
 will be given for officers' wives to join their hus-
 bands.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be
 held to-day, Monday, 25th June, at 8.00 p.m.
 BUSINESS.

1. Financial Minutes. (Nos. 30, 31, 32 and 33).
2. Report of the Finance Committee. (No. 10).

ORDERS OF THE DAY.
 1. Second reading of the Bill entitled An
 Ordinance to further amend The Magistrates
 Ordinance, 1890. (No. 10 of 1890).
 2. Second reading of the Bill entitled An
 Ordinance to amend The Piers Ordinance,
 1899.

R. F. JOHNSTON,
 Acting Clerk of Councils.

KIEH-YANG.

[FROM OUR CORRESPONDENT.]

Kieh-yang, 14th June.

A MYSTERIOUS SOCIETY.
 In the Swatow region a new politico-religious
 society has lately sprung up. Its aims are the
 promotion of Buddhism and the subversion of
 Roman Catholicism. Doubtless Roman Catho-
 lics are singled out because they are more im-
 popular, not from any partiality for other forms of
 Christianity. The new sect is said already to num-
 ber seventy thousand adherents, with thousands
 joining daily. Presently we may have in these
 people the counterpart of the "Boxers" of the
 North.

A MAN-EATER.
 Twelve miles or so north of Kieh-yang lies
 a small district which has suffered for two
 years from the depredations of a tiger with a
 fatal preference for human victims. In that
 time some sixty persons have been attacked by
 him. Most escaped with wounds, but some have
 been killed and eaten. The victims are invari-
 ably bitten in the head. Several of those in-
 jured by the beast have been treated successfully
 in the English Presbyterian Hospital at Wan-
 king-fu. Unless some benevolent sportsman
 comes to the rescue and earns the gratitude of
 the villagers by slugging this animal he will
 continue to prey on human victims. If this
 appeals some humane hunter, who can and will
 make it his business to hunt down and kill this
 man-eater, he can obtain all necessary infor-
 mation by writing to Dr. Wm. Riddell, E.P. Mis-
 sion, Swatow.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Odenburg*
 left Shanghai on Saturday, 23rd inst., and
 may be expected here on or about Wednesday,
 the 27th inst.
 The N. Y. K. steamer *Inaba Maru* (Europe-
 an Line) left Shimomoseki for this port on the
 23rd instant, and is expected to arrive here on
 the 27th instant.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

London, 22nd June, 10.20 p.m.

MORE BRITISH TROOPS FOR CHINA.

Mr. Brodick in the House of Commons,
 reporting the successful operations of the
 foreign troops at Tientsin (? Taku) on the
 17th instant, announced that the Govern-
 ment was supplementing very considerably
 the troops already ordered to China. No
 news had been received from Admiral
 Seymour.

Shanghai, 23rd June, 11.4 a.m.

APPOINTMENTS FOR THE NORTH CHINA FIELD FORCE AND WEIHAWEI.

The War Office notifies the appointment
 of Colonel A. R. F. Dordard, R.E., D. S. O.,
 to be Brigadier General in command of the
 military forces at Taku. Weihaiwei will
 probably be the base of action. Commander
 Gaunt, R. N., resumes his command of the
 Naval Establishment, and Major C. E.
 Bruce takes charge of the Military.

THE DEFENCE OF WEIHAWEI—COUNTRY QUIET.

A defence scheme has been arranged for
 Weihaiwei. The country around is quiet.

Shanghai, 23rd June, 4.20 p.m.

RELIEVERS START FOR TIENTSIN.

A Russian force, with some British,
 Americans, and Germans, has left Taku to
 relieve Tientsin.

THE WAR.

London, 22nd June, 10.20 p.m.

HAMILTON AND BULLER JOIN FORCES.

Lord Roberts has despatched General
 Hamilton to Heidelberg where General
 Buller will join him.

BIG CAPTURE AT RUSTENBURG.

There has been a great surrender of rifles
 by the Boers at Rustenburg. Commandant
 Steyn and two field-cornets were captured.

REUTER'S SERVICE.

London, 21st June.

THE WAR.

General Buller, writing from Sandpruit
 Station on the 20th instant, says that his head-
 quarters are two miles N.W. of the railway.

An informal armistice for five days has been
 concluded with Commandant Botha, at the
 expiration of which Lord Roberts will take
 vigorous action.

THE UNITED STATES.

The Republican Convention at Philadelphia
 has adopted a platform strongly approving of
 President McKinley's domestic and foreign
 policy and declaring a steadfast adherence to
 the gold standard.

London, 21st June.

OBITUARY.

The death is announced of Count Muraviev,
 Russian Minister of Foreign Affairs.

FURTHER REINFORCEMENT FOR THE CHINA SQUADRON.
 H.M. Ships *Talis* and *Dido* have been ordered
 to China.

THE UNITED STATES.

The Republican Convention has unanimously
 nominated McKinley as President and Roose-
 velt Vice-President.

THE CRISIS IN CHINA.

TIENTSIN NEWS.

The *N. C. Daily News* of the 14th inst. pub-
 lishes a letter from its Tientsin correspondent,
 dated the 12th June, but apparently written a
 little later in the day than what we have yet
 heard by letter from Tientsin. The correspon-
 dent says:—

The Admiral wires us to-day that the advance
 guard of marines, under Major Johnston of
 the *Centurion*, had its first break with the
 enemy last night. The guard was covering the
 work of the engineers, that is of the plat-
 formers, gunners, etc., who, under Mr. A. Currie,
 were repairing the line. The Boers made dis-
 positions as if they intended to cut off this
 party. There were no casualties at all on the
 foreign side, but the Admiral reports sixty
 of the rusties killed and six or seven wounded.
 The latter he at once forwarded to Tientsin.
 One died en route and another at the Station
 when he arrived.

The above is the substance of Admiral Sey-
 mour's wire; but from other sources we hear that
 the Americans were also in the affair. The
 British marines seem to have driven the Boers
 on to the Americans, and then as they were be-
 tween two fires they went down like birds at a
 battue. There is no doubt of the courage of the

poor deluded fellows; they clearly showed their
 belief in their own invulnerability and their su-
 premacie and awful ignorance of modern weapons.
 Many of them too were mere boys. This has
 been a remarkable feature of all Boer aggrega-
 tions.

A leader, in a white silk robe with a red sash,
 is said to have demonstrated a good deal with a
 white flag in front of Capt. McCalla, U.S.S.
Newark, until that gallant sailor gave him his
 quietus with a revolver shot. This is the story
 circulating in Tientsin; though I have not traced
 it to its source, it is probably true.

Curiously enough, we do not know the exact
 locality of this small affair, but we think it
 occurred on the latter side of Langtang, say
 half-way between Tientsin and Peking.

The news from the capital is reassuring,
 though the situation is still very critical. For-
 eign Tientsin greatly feared that the news of the
 despatch of the 2,300 men would precipitate
 the dreaded crisis—viz.: the meeting of the
 troops; but so far it has not done so. We hear
 that friends took farewell of each other, thinking
 the crisis was near.

The railway damage must have been more
 considerable than we believed it further up the
 line; it has taken the expedition two days to go
 half-way. We hoped it would reach the Capital
 in that time. It is very probable that when the
 Chinese at Fengtai heard of the departure of
 the troops, they at once began extensive demil-
 work. Even the Boers could do this if they
 had the proper tools.

Much difficulty was found at this end in get-
 ting gunners and coolies to work, and to go
 with the foreign troops. No doubt pressure
 was put on them to refuse. The native drivers
 all struck work as regards driving the military
 trains.

The Admiral wires that as he finds some
 difficulty in getting food and water en route,
 no more men should be sent up now. The sev-
 enteen hundred Russians, with six (?) bat-
 teries and two hundred and fifty horse, that
 arrived on Monday from Port Arthur are not
 yet ashore. They are expected here tomorrow,
 and probably follow on to Peking as the com-
 plete force advances, and act as supports.

In Tientsin the situation is unchanged. We
 are still under the command of Capt. Bailey of
 H.M.S. *Aurora*; we have 600 armed men in all,
 including 100 English and German volunteers.
 We are under constant patrol with double
 pickets at night. An old Chinese beggar
 woman was wounded three nights ago, because
 she did not answer a sentry's challenge in the
 dark, and on Monday a fruit-seller was shot
 dead in trying to crawl between pickets over the
 mud wall.

THE CENTRAL CHINA.

The Hankow correspondent of the same
 journal writes on the 15th inst.:—"We have
 great faith in our Viceroy, Chang Chih-tung,
 who is not afraid; but he is in trouble too. The
 Governor and he are on bad terms and ten days
 ago the said Governor threatened to have him
 dismissed. Promptly following that came an
 urgent summons for the Viceroy to go to Peking.
 The Governor is the European Dewey's man,
 and ever since he came here he has done nothing
 but dismiss officials and appoint others of his
 own way of thinking in their place. Were the
 Viceroy to leave, the Governor would come into
 full power, and after that the damage! How-
 ever, there is every reason to hope His Excel-
 lency will, as usual, find a good excuse for not
 obeying the Peking summons."

There is no special danger here at present,
 but if Her Majesty could only send guards to
 all the British settlements on the Yangtze we
 would feel a good deal more comfortable. Fur-
 ther, it might obviate the necessity of our being
 dependent, later on, on the good services of
 some other Power, as appears to be the case at
 Peking. We deeply sympathise with our
 friends there, and in the regions beyond. In
 Central China we have had our experience of
 what it means to be left to the mercy of the
 mob. We are all anxious for Northern China,
 and ever since he came here he has done nothing
 but dismiss officials and appoint others of his
 own way of thinking in their place. Were the
 Viceroy to leave, the Governor would come into
 full power, and after that the damage! How-
 ever, there is every reason to hope His Excel-
 lency will, as usual, find a good excuse for not
 obeying the Peking summons."

THE NAVIGATION OF THE YANGTZE.

The Chungking correspondent of the *N. C.*
Daily News writes:—"H.M. gunboats *Woodcock*
 and *Woodlark* are now things of the past. It
 is very doubtful if we shall ever see them in
 Chungking again. With a speed of only 12
 knots, both commanders are of the opinion that
 they are not powerful enough for patrolling the
 Upper River in high water. Certainly, nei-
 ther of them has negotiated the Upper
 River in high water, so it is hardly right to
 condemn them at this score. The *Woodcock*
 came up exceedingly well without tracking at a
 single rapid, so that it is difficult to imagine
 she could not negotiate the river when it is 20
 or 30 feet higher, at which period there are no
 rapids so bad as at low water."

We do not feel we are any the better off now
 that it is demonstrated that gunboats can get
 here. The gunboats have returned and in the
 event of the foreign community needing their
 protection—we are glad to say there are no
 signs of such need at present—they could not
 get here under 10 days. If the Admiralty had
 no intention of stationing a boat here it seems
 a farce sending them up at all.
 That a gunboat ought to be stationed here
 there can be no doubt whatever. Foreigners
 have been too long at the tender mercies of the
 Chinese in these parts. The reward for assault
 and riot in Szechuan is as good, perhaps, as any-
 where in China; but with a gunboat able to go
 right up to the capital, Chengtu, I don't think
 we should hear further of any serious trouble.
 The steamer *Pioneer* will be here in a few weeks.
 No trouble is anticipated for her at present, but
 when running regularly there is no knowing
 what trouble and owners may cause. It is well
 known that measures have been taken to intimi-
 date the present pilots of the gunboats and it is
 a remarkable fact that two pilots, both good
 men, who had charge of the *Leechen* and
 H.M.S. *Woodcock* have both mysteriously dis-
 appeared.

Certainly, if the *Pioneer* is a success and
 other steamers quickly follow, the reward junk
 trade is doomed. In view of all this, I say it is
 right we should expect to have a gunboat
 stationed here all the year round. Probably
 H.E.M.'s Government will be content to "deal
 with questions as they arise."
 Both the gunboats made exceedingly good
 trips to Luchow and Suifu from here. Suifu is
 250 miles higher up the river. The *Woodcock*
 did the trip in 4 days, spending one day at
 Luchow, and did the return journey in 17
 steaming hours. The *Woodlark* only went as
 far as Luchow, a distance of 152 miles, but she
 came back in remarkably quick time. Leaving
 Luchow at 5 a.m. she arrived in Chungking at
 5 p.m., stopping one hour en route. This per-
 formance quite took the natives aback. They
 are used to spending about three days en that
 trip at this time of year.

3,007 NEWSPAPERS RECOMMEND
 MACINTOSH & CAMERON'S PENS.
 THE WATERLEY PEN, for Easy Writing.
 THE FLYING SCOTCHMAN PEN, instead of a Quill.
 THE FLYING J writes 200 words per dip.
 WATERLEY WORKS, EDINBURGH.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Com-
 mittee of the Hongkong General Chamber of
 Commerce, held at 11 a.m. on the 21st June,
 there were present Hon. E. M. Gray (Chairman),
 Messrs. H. M. Davis, A. Haupt, A. M. Marshall,
 R. L. Richardson, C. S. Sharp, N. A. Stiles,
 Hon. J. Thurburn, ex officio, and R. C. Wilcox
 (Secretary).

MINUTES.

The Minutes of the previous Monthly Meeting,
 held 7th May, and of the Special Meeting held
 on the 18th May were read and confirmed.

THE COMMITTEE.

A letter had been received on the 16th June
 from the Hon. Herbert Smith resigning his
 seat on the Committee and also his appointment
 as member of the Legislative Council.
 THE CHAIRMAN'S REPRESENTATIVE ON THE
 COUNCIL.

In consequence of the receipt of a letter from
 the Acting Governor informing the Chamber
 that there was again a temporary vacancy on
 the Council, and inviting the Chamber to select
 a candidate to fill the same, a special general
 meeting of the members was summoned for the
 18th June, at which Mr. John Thurburn was
 nominated, defeating Mr. Francis, Q.C., by 52
 votes to 23.

Read letter from Acting Colonial Secretary,
 dated 19th June, acknowledging receipt of
 Chamber's letter of the 18th June informing
 the Governor

THE QUESTION OF CHINESE TARIFF REVISION.

The Chairman then informed the Committee that during his recent visit to Peking he had had the privilege of discussing various matters with the British Minister, chief of which was the question of the Revision of the Tariff. It appears that the proposal put forward on behalf of the Chinese Government was virtually to about quadruple the present tariff for duty and transit dues, on the understanding that no further charges whatever should be imposed. Imports, but, considering that the Tariff Treaty of 1858, Art. XXVIII, contains the words, "shall exempt the goods from all further inland charges whatsoever," and that this clause has been simply ignored hitherto, the question arises as to what possible guarantee the Chinese Government could give that would have any value at all? Sir Claude Macdonald had assured him (the Chairman) that not only would the Chambers of Commerce of Hongkong and Shanghai be consulted before any action was taken, but also those of London, Manchester and Liverpool. In the meantime the tariff officials had been taken at Peking would certainly solve the matter for the time being.

The Committee thoroughly concerned in this opinion.

This was all the business.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 23rd June.

THE REGISTRATION OF ARMS.

A scheme which aimed at preventing the sale of fire-arms to pirates was submitted to H. E. the Viceroy Li Hung-chang by Luo Bok-shun, director of the Commercial Bureau. The latter stated that he had been to Hongkong and Macao, and found that there were several ships kept by Chinese merchants for sale of arms and ammunition, that he had bought nearly all of them, and had sent them to Canton by four different shipments. The first shipment was on the 18th of the 3rd moon, 5,000 rifles; the second on the 20th of the 3rd moon, 5,000 cases of powder; the third on the 7th of the 4th moon, 800,000 bullets. All these were taken in tow by s.s. *Kiangtung* from Macao. The fourth shipment of 900 rifles, 400,000 bullets and 30 cases of large caps, was taken by the gun-boat *Kwong Kang* and *Kwong Lee*. The total cost was over 200,000 taels, and everything was examined and stored in the ammunition department. The scheme he proposed regarding the disposal of the arms and ammunition was as follows:—(1) All the arms are to be marked with European numbers, registered in a book to be kept for that purpose, and not to be sold clandestinely, but only with permission of the Viceroy. In case any military official requires a supply of arms he shall send a petition to the Bureau, who will submit the same to H. E. the Viceroy for approval, and as the arms pass the *tsing* or customs stations they shall be subject to examination. In case the gentry and elders of any village require a supply of arms for the use of their militia corps against the pirates, they shall apply in the same manner, and find security for their shipment. (2) If any person, whether he be of the gentry, a merchant, a scholar, or one of the common people, has any arms in his own house for his protection, a *weiyin* shall be deposited to examine and mark them, and the Bureau shall pay all expenses, so that the *weiyin* may not "squeeze." In case the latter should in any manner abuse his office, upon the presentation of a petition he shall either be dismissed or degraded. H. E. the Viceroy in approving of the above scheme remarks as follows:—This scheme and the rules thereof are quite satisfactory; let them be strictly carried out. In case any person loses his marked arms let him make a report of the fact to the Bureau for investigation, and let the Provincial Governor take note of it also."

SECRET SOCIETIES AND BANDITRY.

Every province of China has its own local banditry. In the north there are "Boxers," in the south there are *Koio* *Hsi* *Poko*, "Big knife," "Small knife," "Three dots," "Triad," and *Ching Hing* societies, as well as many others of various names but not so well known scattered nearly all over China and abroad. The most powerful on the highwaymen of the Shantung province, who make their attack and robbery on horseback, next come the pirates of Kwangtung, the local banditti of Kwangsi, and Yunnan, the mountain bands of Chin Suk, the salt smugglers of Woyong, and "Teking," and the desperadoes of Wim Toi. Inferior classes of robbers and thieves are the "red beard" banditti of Tientsin, the vagrants of Shanghai, the scoundrels of Suchow and Chungking, the "green skin" of Nanking, the "encumbers" of Hongchow, and the pick-pockets of Ningpo. They belong to different districts and provinces under the control of their chiefs respectively. Some have joined the societies and become thieves by force of circumstances, some by fraud and persuasion, some have been compelled by force, some have even joined for protection against other bad characters, while many others join because they are naturally born thieves. They live by plunder, smuggling, and fraud, by attacks upon unwary travellers, by burglary, by kidnapping women and girls to exact ransoms, by setting fire to and attacking any village too weak to resist them, or by burning Christian churches and robbing the native Christians; and lastly when they have mustered sufficient numbers and are provided with sufficient arms and ammunition, they will make a rebellion and give some work to the officials to do. H. E. Li Hung-chang has invented a new machine for dealing with this class of ruffian. It is a wooden cage, five feet and a half high, with a hole in the top of it; the criminal is put into it, his hands being tied behind his head protruding from the top hole, and he is then hung by the neck and by degrees strangled to death. On the 16th ult. six criminals were executed in this manner near the Hongkong and Canton steam-wharf—one for kidnapping the "con- cubine" of a doctor and the other five for robbery.

INFLAMMATORY PLACARDS.

A number of inflammatory placards have been posted up in the Western suburbs of Canton, of which the following is a specimen:—"Kill all the German, the French, the American, and the English. Drive all the foreigners away, and our hearts will rest at peace. Act with all your mind and strength, and the great event will be accomplished. It will take but a few days for us to raise our troops. When the red flag is waving aloft the world will enjoy universal peace."

Here is another:—"The four countries, Japan, America, Germany, and England have swallowed up the territory of the Ta-ching and subverted all our plans. Our hearts are not satisfied, but when the red flag is floating and when we have raised our well-disciplined troops and driven away the foreign devils the world shall enjoy universal peace."

In consequence of such threats, during the last few days mandarin guard-boats have been moored alongside Shamien, ostensibly for its protection.

EXPORT CARGOES.

Per German steamer *Sachsen*, sailed on the 4th June. For Naples—4 cases curios, 200 boxes raw silk, 370 bales cases, 200 boxes cassia and 1 case curios. For Barcelona—100 boxes cassia. For Trieste—127 3-chests tea, 100 boxes cassia and 14 chests tea. For Genoa/Hamburg—59 bales cases. For New York—123 cases essential oil. For Antwerp—250 bales bamboo scraps, 150 rolls matting, 6 cases Chinaware, 3 cases cigars, and 1 case blackwoodware. For Antwerp/London/Hamburg—19 cases bristles. For Amsterdam—40 cases Chinaware. For Rotterdam—250 boxes cassia. For London—50 cases bristles and 15 cases essential oil. For Bremen—250 boxes tea, 114 rolls matting, 32 chests, and 29 3-chests tea. For Baltimore—2 cases cigars and 1 case Chinaware. For Bremen/Hamburg—90 packages tea. For Hamburg—1,003 boxes, 1,056 packages, 211 3-chests and 95 chests tea, 70 bales feathers, 44 cases bristles, 20 cases essential oil, 16 cases blackwoodware, 14 rolls matting and 7 cases human hair. For Hamburg/Copenhagen—59 bales rattanware.

For steamer *Indus*, sailed on the 18th June. For Marseilles—260 bales raw silk, 6 bales waste silk, 23 cases silks, 6 cases woodware, 1 case curios, 904 packages tea, and 43 packages matting. For Lyons—493 bales raw silk. For London—40 bales raw silk, 2 bales waste silk and 60 rolls matting.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

The following is the report of the Board of Directors to the eleventh ordinary yearly meeting of shareholders, to be held at the Company's offices, No. 4, Queen's Buildings, at 12.15 p.m. on Saturday, 7th July, 1900.

Genlemen:—Your directors have the pleasure to submit the accompanying statement of the Company's accounts for the year ending 30th April, 1900.

The balance at credit of profit and loss account is \$51,216.36; after deducting directors' fees, \$3,000, there remain the sum of \$48,216.36 available for appropriation, and your directors recommend that this be disposed of in the following manner:—

To pay a dividend of 7 per cent per annum:—
Say 70 cents per share on 30,000
Fully paid shares ... 821,000.00
Say 7 cents per share on 25,896 partly paid shares (6 months) ... 1,812.72
To write off plant account for depreciation ... 24,352.21
To carry forward to next account ... 1,049.43

Of the new issue of shares, 25,896 shares have been taken up, and your directors propose to deal with the remaining 4,104 shares as opportunity and requirements shall allow.

The Manager's report attached hereto gives usual particulars of work carried out, &c., during the year.

Directors:—The directors deeply regret the death on 2nd April last of Mr. H. L. Dalrymple, who had been Chairman of the Company since its commencement. Mr. A. G. Wood resigned his seat on leaving the colony.

To fill these vacancies Messrs. J. Thurburn and C. S. Sharp were invited to join the Board, and these appointments require confirmation. In accordance with the Articles of Association Mr. C. P. Hunter, C.M.G., and Mr. C. W. Dickson retire, but being eligible, offer themselves for re-election.

Auditors:—The accounts have been audited by Messrs. G. Stewart and J. C. Peter, who offer themselves for re-election.

C. S. SHARP, Chairman.

STATEMENT OF ACCOUNTS TO 30TH APRIL, 1900.

Capital:—
30,000 shares each \$10 paid up \$300,000.00
25,896 shares each \$2 paid up \$51,792.00
Sundry creditors ... 7,401.97
Dividends unclaimed ... 2,512.40
Balance of profit and loss account ... 51,216.36
\$412,983.73

Assets:—
Plant, cost, as per last account \$217,354.33
Less amount provided for depreciation ... 17,354.33
\$200,000.00
Cost of plant, since added ... 50,354.23
\$250,354.23

Property, cost of land and buildings ... 60,000.00
Stores and coal, stock of ... 9,391.81
Tools, &c., on hand ... 1,516.00
Furniture, cost, as per last account ... \$100.00
Cost of furniture, since added ... 358.00
\$438.00

Insurance, value of unexpired portions of policies ... 500.00
Sundry debtors ... 81,232.78
Hongkong and Shanghai Bank, cash with ... 9,102.80
Cash with agents ... 8,025.03
\$412,983.73

WORKING ACCOUNT.
To installation material ... 56,624.47
To salaries and wages ... 27,890.85
To coal ... 27,200.45
To stores ... 8,968.21
To repairs ... 4,289.89
To office expenses ... 9,365.22
To charges ... 2,559.53
To rent and taxes ... 960.10
To auditors fees ... 200.00
To tools ... 148.50
To amount carried to profit and loss account ... 48,216.36
\$179,893.25

By gross earnings of the Company ... 176,753.54
By interest ... 568.51
By soap and transfer fees ... 71.00
\$177,893.05

PROFIT AND LOSS ACCOUNT.

Dr. \$ c.
To amount available for appropriation ... 51,216.36
Cr. \$ c.
By amount of undivided profits, as per last account ... 2,627.00
By sale of forfeited shares ... 5,302.00
By balance of working account, brought down ... 43,300.62
\$51,216.36

GIBB, LIVINGSTON & CO., Agents.

MANAGER'S REPORT.

Hongkong, 18th June, 1900.
The Directors:—The Hongkong Electric Company, Limited.

Genlemen:—I have to report that on the 1st June the lamps and fans connected to the Company's incandescent lighting system were equivalent to about 10,000 lamps of 8 candle-power.

Underground cables have been laid down extending the Company's service to Kennedy and Macdonnell Roads and the Queen's Gardens District.

The number of arc lamps now in operation is 84. 2 additional lamps having been erected in H. M. Naval Yard during the year.

The power supply service is at present operating 7 lifts on the Reclamation.

During the past year the incandescent lighting plant has been increased by laying down a new engine, alternator and boiler. These, however, were not delivered in time to operate during the heavier winter loads, and in consequence the Company's available plant was severely taxed on many occasions.

The plant and machinery have been maintained in good working order.

I remain, gentlemen, your obedient servant,
W. H. WICKHAM, Manager.

RUSSIA, JAPAN, AND COREA.

The St. Petersburg correspondent of the Times telegraphed on the 23rd ult. to the following effect:—

Nothing becomes known in St. Petersburg, as a rule, of what has been done by Russian diplomatic representatives in the Far East unless it leaks out by the merest accident or the information comes from the telegrams of English newspaper correspondents in China and Japan. Russian diplomats in that region, which is still as much in respect of news as if the Siberian Railway had never been constructed, seem to be allowed plenty of latitude and even initiative, and the Foreign Office on the Neva is not called upon to report progress to anybody except the supreme head of the State. Hence it is that the first tidings of the result of Russia's latest action in Corea reaches the Russian Press and public from the Tokio telegram of the 22nd ult. The *Novoye Vremya* delivers a furious onslaught on the *Times* for its comments on the subject, which, it says, are intended to set Japan against Russia and make the Japanese believe that Russia threatens them with an irreparable injury. After quoting, with an air of astonishment mixed with irony, several passages from the article in the *Times*, the *Novoye Vremya* says Russia has never been a threat to any Power. It is in the East, in the centre of Mohammedanism and Buddhism, that she carries the torch of enlightenment and justice. Without such righteous desires as these which guide the action of England, Russia does not drain the life blood of her colonies and their neighbouring territories, but, on the contrary, exhausts the strength of her own indigenous population in order to plant civilization and culture among other peoples. On a peaceful basis, Japan can scarcely give her hand to the Siberian Railway, which is the life of the great Russian Empire. Russia has no need of such a companion. We can only warn her against entering upon any serious dispute with Russia, a reminder of the war in South Africa as a warning proof of the difficulties of a naval Power in any struggle with the land forces of a continent.

Apart from this abusive reply of the *Novoye Vremya* I have taken some trouble to ascertain the opinions of the most competent persons on the subject of Russia's acquisition of land for a coaling station on the southern coast of Corea, and they may be summed up as follows:—The suspicion of Russian action in the Far East, justified by previous experience, has led to a certain amount of exaggeration in drawing conclusions from the facts as they are. The presence of Russia and Corea one deals exclusively with the mutual undertaking not to alienate or seek possession of the island of Keio-do or any part of the mainland opposite. This suits the policy of Japan for the present, for having every accommodation on her own adjacent coasts, she has no desire of possessing a coaling station or fleet anchorage at any port, which was made an open port at the instigation of the Japanese Government in June, 1893. Therefore, the fleets of all nations have the right to go there, and Russia could not exclude Japan from the enjoyment of this privilege if she had any reason to take advantage of it. The Russian acquisition of a coaling station within the three-mile limit outside the foreign settlement at Masampo is a transaction in which Russia has to settle details with the Korean proprietors. No protest whatever can be made against it, as the land is not outside the boundary, as originally proposed, within which every nation has the right of renting or purchasing property for peaceful purposes. Russia, therefore, cannot fortify the port of land which she has obtained, and it is believed that she has made no arrangement whatever which would exclude Japan from claiming and enjoying the same rights and privileges.

I may mention that the *Novoye Vremya* declares that the arrangement between England and Russia in regard to Port Hamilton has become null and void in consequence of Russia's occupation of Port Arthur and England's occupation of Weihaiwei.

Commenting on this, in conjunction with Mr. Brodick's statement in the House of Commons on the 24th ult. that the arrangement given in 1886 by the Russian Government to abstain from occupying any territory in Corea was given not to this country, but to another Power, and that therefore, that is no question of a release being given by the British Government, the *Times* says:—"It is perfectly true that the engagement was entered into between the Russian Minister and the Foreign Secretary, but the Chinese officials communicated to the British representative, Sir John Lubbock, the 'sincere promise' of Russia that 'if the British would evacuate Port Hamilton the Russian Government would not occupy Korean territory under any circumstances whatever.' An explicit guarantee to this effect was given when the Russians pressed the Tsung-li-Yamen to induce the British Minister to accept the guarantee of China, backed by the Russian assurances, as sufficient, and Port Hamilton was, in consequence, evacuated. If it should now appear that the Russian engagement has been broken, it is true that there is no question of 'release' on our part, but we are none the less entitled

and bound to take note of the fact and to reserve our liberty of action. We do not interpret Mr. Brodick's answer as amounting to more than this. A similar construction may, we believe, be placed on another reply which he gave a couple of days ago, merely reciting the facts of the recent Russian acquisition, as reported to Her Majesty's Government and planning Russia to the minimizing explanation of them. The language of the Under-Secretary might perhaps have been clearer and more decided, but it would be premature to read into his words any acquiescence on the part of this country in serious modifications of the *status quo* in the Far East. From Mr. Brodick's statement and further information, it does not appear that, up to the present, treaty engagements have been flagrantly violated by Russia. The land acquired by her for a coaling depot and other purposes is stated to be within the three-mile limit of the foreign settlement of Masampo and Mr. Brodick says, conveys no exclusive right to Russia. This is not quite reconcilable with the remark, in our Peking Correspondent's recent telegram, that the Russian-Corean agreement 'excludes Japan from acquiring similar advantages.'

The *London & China Express* quotes a correspondent, who professes to give with some authority the Russian view of the recent events in Corea, to the following effect:—

We have been told that Russia is violating her treaty engagements, breaking her pledged word in taking Korean territory, and menacing Japan and the world with war. All this is nonsense, as a simple statement of facts will suffice to show. In the first place, Russia has no treaty engagements with anybody on the subject of Corea. On April 14, 1886, Her Majesty's Government suggested that as an alternative China should propose to Russia and to the other Powers interested to enter into an international arrangement guaranteeing the integrity of Corea. This proposal was not accepted, and no international arrangement was entered into guaranteeing the integrity of Corea. The Government of Russia has entered into no such arrangement with the Government of Great Britain as to her freedom of action in Corea. It was thought desirable to secure a guarantee from China that if we left Port Hamilton it would not fall into the hands of Russia. The Chinese Government replied that the Russian Chargé d'Affaires at Peking had told the Grand Secretary Li that the Russian Government gave a shrewd promise that if the British would evacuate Port Hamilton 'the Russian Government would not occupy Korean territory under any circumstances whatever.' Secretary Li asked that Russia should guarantee that she would not hereafter seize these islands after the retirement of British vessels of war, and on the faith of this guarantee China would officially address the British Government and urge their speedy evacuation. In consequence of this the Russian Chargé d'Affaires, Ladysky, in obedience to instructions from the Russian Government, gave 'a most explicit guarantee' distinctly declaring that 'in the future Russia would not take Korean territory.' Thereupon the Chinese Government informed the Foreign Office that 'it is therefore naturally in a position, on the faith of the guarantee of the Russian Government, to give a guarantee to the British Government. On receipt of this despatch Port Hamilton was evacuated. The flag was hoisted down on Feb. 27, 1887. The order to occupy Port Hamilton had been issued on April 14, 1885.

Since the evacuation of Port Hamilton many things have happened. The situation in the Far East has been revolutionized. Corea has become an independent kingdom with which China has nothing to do. Russia is at Port Arthur and England at Weihaiwei. Russia has not interfered with Corea, neither has she taken any part in Corea. Russia's sincere promise not to occupy Korean territory and her most explicit guarantee not to take Korean territory have been kept both in the letter and in the spirit. How, then, does this present scare arise? Partly through misrepresentation and partly through a misunderstanding of the position. The agreement which has been concluded between Russia and the Korean Government, to which the Japanese Government makes no objection, is an arrangement by which Russia acquires a coaling station and right of anchorage for her ships in the Korean port of Masampo. Masampo is a treaty port and the facilities which Russia has obtained by her contract with the Korean Government are neither more or less than the privileges which England and other Powers have obtained at other ports in China or Corea by agreement with the Chinese or Korean Government. There is no question of any occupation of Masampo. Occupation involves three things—first, the losing of the flag; secondly, the undertaking the responsibility of administration; and, thirdly, the right to fortify the occupied territory. Russia by her agreement has no right either to erect any fortifications, or to administer the territory or to establish a depot in the port of Masampo, with a right to use the port as a place of call for her ships.

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THE NAVY AND THE EMPIRE.

W. LATRIDGE CLOWES.

(Author of "The Royal Navy," &c.)

VIII.

THE FUTURE OF THE NAVY.

The future of the navy depends very much upon the amount of intelligent interest that is taken in it by the present generation, and by the generations to come. If the people of the Empire realise what the thorough supremacy of the navy means to them; if they take the trouble to study naval questions and to find out for themselves what the needs of the navy are; and if they oblige successive Governments to do what is necessary to maintain the full efficiency of the service, all will be well. But if the people say, as they used to say prior to 1855: "These naval matters are too technical for us laymen to meddle with," and if they trust the Government, instigated only by the navy itself, to do what is necessary towards maintaining and extending the position of Great Britain upon the seas, then there will be disappointment and catastrophe.

A QUESTION FOR THE PEOPLE.

In most naval reforms and improvements the Government does not lead, but is driven. That may now be regarded almost in the light of a constitutional maxim. For many years I have watched the system in operation; nor am I prepared to say that it is entirely bad; so long as the necessary driving is done by the public at large as well as by the naval service. But it must be remembered that the navy by itself cannot supply the requisite impetus. The navy is hampered in the formation and expression of its views, by its restricted education, its natural adherence to tradition, and the proper demands of discipline. The public is not hampered at all. If a layman believes that an institution is inefficient or dangerous, he may openly say so. He may, if necessary, impeach the ideas and acts of men who are beyond the open criticism of the naval officer. And I do not hesitate to say that it is because laymen, such as Sir Charles Dilke, Mr. Arnold-Forster, Mr. Spencer Wilkinson, Lord Brassey, and a few more, including, I hope, myself, have from time to time used the power of the Press to inform the public mind, and to force the hands of the Government, that, during the past fifteen years, the navy has been practically made twice as efficient as it had ever previously been since the middle of the long French war at the beginning of the century. I must, however, be just. We could not have done this had we not been helped by the navy. That service contains many individuals who are not only opposed to change, but also furious at the suspicion of any outside interference with what they regard as their exclusive business. Yet it also contains, or has contained, men who must be ranked among the most keen and far-sighted of naval reformers, men who, with their wide experience, could have done much more any outsiders for the service, had they not been fettered by professional etiquette, or by the Queen's regulations. These men are headed by the late Admiral of the Fleet, Sir Geoffrey Hornby, the late Vice-Admiral Lord Charles Boscawen, Admiral Sir Edward Fremantle, and some others whom, they being of lower rank and having their professional careers still insecure, I must not name. Without their assistance and consistent encouragement, we could not have done much; without us, I expect, they could have done almost as little. I well recollect the effect upon me, years ago, at the height of one of the agitations for the increase of the Fleet, of receiving by post a big sheet of paper, scrawled across in large letters with the word: "Keep on pegging away!" C. Boscawen. I kept on.

Other good effects have been produced during the same period by the popularisation of naval history, the granting of permission by the Admiralty for newspaper correspondents to watch and criticise a long series of annual naval manoeuvres; the increased publication of novels, stories and reminiscences dealing with the naval service, the formation of the Navy League, the foundation of the Navy Records Society, and not least, the holding of the Royal Naval Exhibition of 1891 at Chelsea. Here, in addition to those whose names I have already mentioned, Captain Mahan, U.S.N., Mr. H. W. Wilson, Mr. Rudyard Kipling, Prof. Laughton, Major Dwyer, R.N., Mr. F. Jans, Capt. Eardley-Wilmot, R.N., Com. C. N. Robinson, R.N., Mr. D. Hannay, Sir G. S. Clarke, K.E., Mr. Thurston, and many more, have found opportunities of doing good work. I recall the manner in which public opinion has been influenced in the past only that it may serve as an indication of the manner in which it must continue to be influenced in the future if the navy is to be what it should be. The organisations and instruments which have already done so much must "keep on pegging away."

"THE MAN BEHIND THE GUN."

I have already, I hope, sufficiently suggested a considerable number of directions in which reforms and improvements should be pressed for. There are some general points which, while this is being done, should be consistently kept in view. First among them is the superlative importance of the human factor in all naval undertakings and operations. It is nowadays possible for any nation to make, or to purchase, almost as good ships, machinery, guns, and torpedoes as can be possessed by any other nation. Every nation, that is, which is willing and able to favour the necessary expenditure, can secure innumerable material about as efficient as ours. It is merely a question of money. But the efficiency of the man who is to work the ships, the machinery, and the weapons, is not mainly, nor even chiefly, a question of money. It is a question of organisation, sanitation, loyalty, discipline and train-

ing. A certain quantity of ammunition is supposed to be annually expended by every commissioned ship at target practice. That ammunition, of course, costs money, but if, as I have known happen in the old bad times, the greater part of a quarter's supply of ammunition is deliberately thrown overboard in order to get rid of it without endangering the pictures in the captain's cabin, and the glass in the ward-room pantry, then, naturally, the cost is wasted and the money itself may just as remuneratively be poured into the sea. If, on the other hand, as is now usually the case, all the ammunition is carefully and loyally expended according to the regulations, the shooting of the men can scarcely fail to improve. Not enough, however, is yet done in this direction. British naval gunnery has vastly improved, but it is still susceptible of much further improvement; and this may be effected by the granting of more ammunition for quarterly firing, the exercise of increased supervision, and the offering of more substantial rewards than are at present given for proficiency at target practice. In every squadron there might be a challenge cup, to be competed for quarterly, and to be held by the lower deck of the ship showing the best results, the judges to be, I need scarcely add, independent officers of vessels not concerned. In every ship, also, there might be a set of challenge medals to be held and worn by the best gun crew, each medal to carry with increased pay so long as held, and the captain of the gun being, of course, the chief beneficiary. For, believe me, in spite of mines, torpedoes, and submarine boats, the gun must for many years remain what it has been for more than three centuries, the decisive weapon in naval warfare; and it is to "the man behind the gun" that the gun must owe its efficiency.

SPEED AND MOBILITY.

I was asked in the summer of 1898 to contribute to the "Engineering Magazine," a paper dealing with the various factors which influence sea power at the end of the nineteenth century. I there came to the conclusion that all the most important material factors may be grouped under the heading of speed and mobility. The prime objects to be aimed at by those anxious for the material welfare and efficiency of the navy in the future are, according to my view, rapid manufacture and construction of ships, engines and guns; ships of high speed and coal endurance; and quick working guns. To these elements of naval mobility must be added: fast collection, collection, and dissemination of intelligence; a fast-working mobilisation system; and a promptly acting machinery for the making good of all waste and expenditure. There is at present much room for reform in most of these directions; and it seems to me that English naval writers have now an opportunity of doing good work by keeping the public mind alive to the vital significance of this group of factors. We have unparalleled manufacturing facilities, and, while France, America and Germany have lately done some smart bits of construction, we are still ahead of the rest of the world in our ability to build ships and make guns with rapidity. I do not, therefore, question the security of our position so far as these matters are concerned, though I would submit that we do not always make proper use of our advantages, and that, to cite an example, the repeated and, so far as I can learn, unparalleled delays in the delivery of certain torpedo-boat destroyers ordered long ago indicate that perhaps the Admiralty does not attach sufficient importance to the point. But I do seriously question whether we attach its due value to the matter of high speed in ships. Superior speed is, as it has always been, the corner-stone of naval strategy; and it is now, as it never was before, the very basis of naval tactics also. The modern ship is necessarily a compromise; but, in fighting ships, it seems to me it is safe to sacrifice much in many directions if only superior speed be retained. We should, if needful, lighten the weight of armour, reduce the number and calibre of the guns, and diminish the storage, and even the coal capacity within reason, rather than fall short in this matter of speed. But that is not, apparently, the policy of the Admiralty, which habitually builds vessels conspicuously slower than corresponding vessels of many other countries. Our new battleships of the London and Formidable classes, though of 15,000 tons displacement, are designed as only 18 knot vessels, while the two Italian battleships of the Regina Margherita type, though of 15,000 tons less displacement, are intended to be capable of steaming 22 knots. Again, our armoured 12,000 ton cruisers of the Greyhound class are set down as 21 knot ships, while the French armoured 11,273 ton cruiser Jean d'Arc, appears as, and no doubt will be, a 23 knot ship; and our magnificent 11,000 ton cruisers of the Andromeda class are credited with a speed of but 20-25 knots, while the French 10,000 cruisers of the Condé class are to be 21 knot craft. Our disadvantage is much more apparent when we compare our best medium-sized cruisers with the faster foreign vessels of about the same displacement. The strange thing is that, in many cases, it is most difficult to discover what we have gained by this sacrifice of speed; for our ships besides being conspicuously slower, are often less heavily gunned, and carry less coal than the foreigners.

GOING INSANE.

One more, in the matter of rapid working guns we are behind some of our competitors. Five years ago Elswick built for the Argentine Republic a cruiser carrying 5-in. quick-firers, throwing 210 lb. shells; but the heaviest quick-firing gun in any of our cruisers is still the 6-in., throwing 100 lb. shells only. The newest Japanese cruisers also have 8-in. quick-firers. So has also the Chinese cruiser Esmeralda. And while our largest Maxim machine gun is still of only 7-in. (303 or 45 in.) calibre, nearly every other power uses the 14-in. weapon, which, by the way, has done of late good service for the Boers on shore.

DISSEMINATION OF INTELLIGENCE.
Nor can it be believed, by anyone who has had much inside knowledge of the development of certain recent events, that the Admiralty stands where it should in the matter of the fast collection, collection, and dissemination of intelligence. Not long ago, it was possible for a London newspaper to set Mr. Goschen right as to the number of battleships ordered or under construction by Russia; and I well recollect that when, a few years since, it was my business annually to accumulate information relative to the torpedo-boat flotillas of the Powers for Lord Brassey's "Naval Annual," I frequently obtained facts and figures which officials of the Admiralty, when making inquiries from me, admitted that they had failed to secure. Yet I had only foreign technical publications and Government returns, half a dozen friendly correspondents abroad, and the testimony of a few naval attachés in London; while the Admiralty had, or ought to have had, the best facilities in the world. The Naval Intelligence Department is not yet what it should be, although it is a hundred per cent. better than what it was half a dozen years ago, and although the present chiefs of it are exceptionally able and energetic. It has not enough funds or men at its disposal to be truly efficient. I am almost as distrustful of the mobilisation scheme. It will work, if you give it full notice and do not hurry it; but I am afraid that a very sudden and unforeseen summons would, for the time, partially paralyse it. So, also, of our existing arrangements for the promptly making good of all waste and expenditure in war. We have no sufficient naval reserve; our naval reserve is not sufficiently trained; and in reserves of certain spare stores we are woefully deficient. But, after all has been said, the work that wants doing for our navy is not half so difficult and costly as the work that has already been done since the beginning of the era of reconstruction. We shall not be called upon to make immense pecuniary sacrifices, or to severely strain the resources of the country, if only we do what we have to do, and do it thoroughly, before a naval war breaks out. And it is surely worth while to do that; for "it is on the navy, under the good providence of God, that our wealth, prosperity, and peace depend."

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 22nd instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 26th June, 1900. [1806]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLOMOND."

FROM ANTWERP, LONDON AND SPRATTS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, whence and/or from the Wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 26th instant will be
subject to rent.

All claims against the Steamer must be pre-
sented to the Underwriter on or before the 30th
instant, or they will not be recognized.
All broken, damaged, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 26th instant, at 9 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th June, 1900. [1798]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"FYREHUS."

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company; in both cases it will lie
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 19th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 26th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be ex-
amined at 11 A.M. on the 26th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1900. [1787]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR."

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company; in both cases it will lie
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 19th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 26th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be ex-
amined at 11 A.M. on the 26th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1900. [1788]

NOTICE TO CONSIGNEES.

FROM LONDON, PORT SAID, SUBZ, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamship

"VALETTA."

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, marked by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Britannia.
From Madras, ex s.s. Loddiana and Pandua.
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 22nd June, 1900. [1]

QUAN WAH & CO.,

DEALERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1914]

SIENTING</

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA, ANTWERP,
BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHLAMPTON TO LAND PASSENGERS AND LOGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | SAILING DATES. |
|---------------------------------|-----------------|
| OLDENBURG | 25th June. |
| BAYERN | 12th July. |
| STUTTGART | 25th July. |
| KONIG ALBERT | 8th August. |
| WEIMAR | 23rd August. |
| PRINZ HEINRICH | 6th September. |
| PREUSSEN | 26th September. |
| HAMBURG (Hamburg-Amerika Linie) | 8rd October. |
| SACHSEN | 17th October. |
| OLDENBURG | 31st October. |
| BAYERN | 14th November. |
| STUTTGART | 28th November. |
| KONIG ALBERT | 12th December. |
| PRINZ HEINRICH | 26th December. |

ON THURSDAY, the 25th day of June, 1900, at NOON, the Steamship "OLDENBURG," of the Norddeutscher Lloyd, Captain H. Paege, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 26th June. Cargo and Specie will be received, Bond until 5 P.M. on WEDNESDAY, the 27th June, and Parcels will be received at the Agents' Office until Noon, on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels must not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stowaways.

Linen can be washed on board.

VESSELS ON THE BERTH

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|-------------------------------------|---------------------------------|-----------------|--|
| MARSEILLES AND LONDON | MAZAGON. R. T. L. Cook, R.N. | About 29th June | Freight. |
| SHANGHAI | MALTA. F. J. Cole | About 6th July | Freight or Passage. |
| LONDON, &c. | BENGAL S. Barcham | Noon, 7th July | See Special Advertisement. |
| YOKOHAMA VIA NA- GASAKI AND KOBE | ROHILLA C. H. S. Teague | About 7th July | (Passing through the Island Sea). Freight or Passage. |

THE OSAKA SHOSSEN KAISHA,
TRADING

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 27th March, 1900.

**NORTHERN PACIFIC
STEAMSHIP CO.**

"ANPING MARU."

| PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. | | | | | | | |
|---|-------|------------|----------------------|---|-------|-----------------|----------------------|
| FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. | | | | FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO. | | | |
| Steamer. | Tons. | Captain. | Proposed Sailing. | Steamer. | Tons. | Captain. | Proposed Sailing. |
| GREENLE | 3,750 | W. Fykes. | July 23 | STEARNS | 2,507 | W. S. Thompson. | June 20 |
| OLNEY | 4,000 | F. McVair. | July 25 | MONMOUTH | 2,474 | J. Kennedy. | June 20 |

THE Company's Steamship

| | | | | | |
|--------------|----------------|---------|---------|--------------------|----------|
| DUKE OF PIFE | 3.31 J. S. Cox | July 28 | BRAEMAR | 3.01 W. Watt | Aug. 2 |
| VICTORIA | 3.32 J. Panton | Aug. 7 | AREYLL | 2.47 W. S. Thomson | Sept. 11 |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, &c.
 Excellent accommodation. First class Table. DOCTOR and STEWARDES carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, &c.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains (day and night).

Hongkong, 23rd June, 1900. [1

TAACOMA TO NEW YORK BY STEAMSHIP. Scenery of the COOSU and CASCADE MOUNTAINS. THE GREAT PACIFIC COAST.

HONGKONG TO VICTORIA, TAACOMA, or PORTLAND, 423.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TAACOMA and PORTLAND to DTEA, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK and BACK, 465 10s. 0d.

This route covers the ocean voyage to TAACOMA or PORTLAND and back, Railway from TAACOMA or PORTLAND to CINCINNAB and return. Sleeping and Dining Car accommodation. Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, and back to Yellowstone, and return, and five or one half days board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months.

he is fitted throughout with the Electric Light. A doctor is carried.

thus affording ample time for hunting and fishing trips in addition to the tour of the Park.
The round trip can be made within three months.
Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
BODWELL & CO., LIMITED,
General Agents.
Hongkong, 24th May, 1900. [10]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY)

"ULYSSES,"
Captain Brown will be despatched as above.

| PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. | | |
|---|--|------------------------------------|
| STRAIMERS. | DESTINATIONS. | SAILING DATES. |
| INADA MARU | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE. | FRIDAY, 29th June, at DAYLIGHT. |
| W. Bainbridge | BETANG, COLOMBO & PORT SAID. | |

"FUTAMI MARU"
3,800 tons gross, Captain J. Thom), will

FUTAMI MARU. { **SYDNEY and MELBOURNE, via**
J. Thom { **MANILA, THURSDAY ISLAND,**
{ **TOWNSVILLE & BRISBANE.** } **FRIDAY, 29th June, at**
{ } **DAYLIGHT.**

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
 Manager.

Hongkong, 28th May, 1900.

...ttings and improvements for the safety and comfort of Passengers. Electric Light

United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 28th May, 1900. [12]

For Freight or Passage, apply to
A. S. MIHARA

Hongkong, 28th May, 1966.

Hongkong, 22nd June, 1900. [18

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VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) TUESDAY, June 26,
1900, at NOON.HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, July 21,
1900, at NOON.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) THURSDAY, Aug. 18,
1900, at NOON.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU ON TUESDAY, the 26th June, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 4th June, 1900.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.S.S. "THYRA" About 30th
June, 3,312 Tons.

S.S. "ENERGIA" About 31st July.

S.S. "CARLEIGH CITY" About 20th Aug.

S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU ON or about 30th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th June, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE" will be despatched for the above port on or about the 6th July, and the

Steamship "SIKH" on or about the 13th July. They will be followed by the

Steamship "AFGHANISTAN".

For Freight, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 12th June, 1900.

VESSELS ON THE BERTH.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG-AMERICA LINE HAMBURG)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA" Captain Ostermann, will be despatched for the above port on or about 24th July.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 24th May, 1900. [1429]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DIBOUTI,
EGYPT, MARSEILLES, MEDITE-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at 1 p.m., the Company's Steamship "LAOS" Captain Flaminio, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 10th June, 1900. [2]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMANENT CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"BENGAL" Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 7th July, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 25th June, 1900. [1]

CHINA NAVIGATION COMPANY,
LIMITED.FOR MANILA.
THE Company's Steamship

"CHINGTU" Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. [1781]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR" Captain Jackson, will be despatched as above on TUESDAY, the 24th prox.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th June, 1900. [1788]

NATAL LINE OF STEAMERS.

THE Undersecret GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
services hence to CALCUTTA. Sailings from
Calcutta for Cape Porters every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [1641]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Shanghai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) THURSDAY, July 5,
at NOON.CHINA (via Shang-
hai, Nagasaki, Kobe,
Inland Sea, Yokohama,
and Honolulu) TUESDAY, July 31,
at NOON.CITY OF RIO DE JANEIRO
(via Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama, and Honolulu) SATURDAY, Aug. 25,
at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900. [3]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE VIA THE
OVERLAND AND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, July 14,
at NOON.

BORIC (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) TUESDAY, Aug. 7,
at NOON.

COPPER (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama,
and Honolulu) SATURDAY, Sept. 1,
at NOON.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU ON SATURDAY, the 14th July, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking in this line for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 20th June, 1900. [4]

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA" Captain Petersen, will be despatched for the above port on or about 24th July.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th May, 1900. 1617

HONGKONG
STEAMERS.

America Maru, Jap. str., 3,533, Going, June 19,

Anping Maru, Jap. str., 1,035, Seta, June 23,

Argyll, British str., 1,885, Thomson, June 23,

Butterfield & Swire, 1,463, Moore, May 29,

China, German steamer, 1,113, Voss, June 23,

Chunghing, British str., 1,419, Buller, June 5,

Coptic, British steamer, 2,744, Rinder, June 8,

Daphne, German str., 1,390, Nissen, June 13,

Empress of India, British str., 3,003, Marshall, June 19, C. P. R. Co.

Emma, Lyckse, Ger. str., 1,055, Wallis, June 14,

Frederick, British str., 1,410, Mitchell, June 17,

Glasgow, British str., 2,970, Prosch, June 17,

Goodwin, British str., 2,832, Jackson, June 4,

Guthrie, British str., 1,494, McArthur, June 23,

Hallberg, British str., 783, Bathurst, June 19,

Hollins, French steamer, 507, Godin, June 22,

Hull, British str., 862, Pannier, June 24,

Jason, British steamer, 1,368, Lyett, June 24,

Kaitong, Brit. str., 1,024, Pennefather, June 22,

Kong, British str., 862, Joslin, June 20,

Longmoon, Ger. str., 1,245, Scholz, June 11,

Loyal, German str., 1,237, Lorenzen, June 22,

Meefoo, Chinese str., 1,339, Slesman, June 17,

Meridian, British str., 2,248, Wilson, June 15,

Michael, Ger. str., 710, Jensen, June 23,

Milos, German steamer, 1,694, Hills, June 10,

Min, British steamer, 1,881, Gasser, June 18,

Mitsubishi, German str., 1,252, Usken, June 18,

Phaenung, British str., 1,021, Calder, June 23,

Ragmar, New str., 1,536, Sanderson, June 23,

St. Quentin, British str., 2,170, Stabb, June 16,

Suisan, British str., 1,770, Galsworth, June 20,

Sungking, British str., 1,021, Moore, June 15,

Szechuan, British str., 1,153, Hall, June 16,

Taisang, British str., 1,544, Wilde, June 24,

Tatsumi Maru, Jap. str., 1,296, Sakamoto, June 24,

Yorihime Maru, Jap. str., 2,226, Minemigawa, June 21, Japanese

SAILING VESSELS.

Esmeralda, British sch., 130, Harrison, April 14,

Jardine, Matheson & Co.

Franz, Danish barkentine, 353, Pedersen, April

23, East Asiatic Trading Co.

Glendish, British bark, 869, Burn, June 20,

Order.

J. B. Walker, Amr. ship, 2,105, Wallace, June 2

2, Siamson & Co.

Kwaio Maru, Jap. sch., 523, Mase, June 19,

Master

Mary L. Scheep, Amr. bark, 1,673, Kondall,

June 15, Master

Stanford, British bark, 562, Wilson, June 22,

Order.

Tan O'Shanter, Amr. ship, 1,432, Ballard, May

16, Standard Oil Co.

Valkyrie, British bark, 490, Hall, June 23,

Order.

Valle of Doon, British bark, 663, Petersen, June

23, Sander, Wiler & Co.

Wm. H. Smith, Amr. str., 1,890, Colley, Mar.

27, Standard Oil Co.

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